AGENCY ESTIMATE
OF THE FISCAL IMPACT OF IMPLEMENTING

HB290 2011 General Session
Public School Transportation Amendments

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A. Short Form (For bills that have no impact on the state, local governments, businesses, or individuals.)

If you can check all five boxes
to the right, you're almost done.
If the bill obviously doesn't have
an impact, you're done.

[X] State agencies will not require an appropriation to implement the bill.
[ ] There is no fiscal impact on local governments.
[ ] There is no fiscal impact on businesses
[ ] There is no fiscal impact on individuals.
[ ] The bill will not affect revenues.

If it isn't so obvious, explain
what's going on. The most usual
explanation is the codification
of existing practices.

If necessary, explain why this bill has no fiscal impact.

Attachments welcome.

B. What parts of the bill cause fiscal impact?

Cite specific sections or line
numbers.

Line 33 reduces eligibility requirements from 1.5 miles to one mile increasing the number of elementary students eligible for pupil tranportation services.

C. Which program gets the appropriation?   For multiple appropriations

Enter 3 letter Appropriation Unit Code. [   ]   This is [   ] of [   ]

D. Work Notes: Assumptions, calculations & what are we buying?

Explain the fiscal impact in plain
English, detailing your assumptions,
methods, & calculations.

List all direct costs. Identify one-time
and ongoing costs. Detail FTE impacts.

Do not say, "$50,000 in Current
Expense." Be very specific about
what this $50,000 will buy.

Attachments encouraged.

A survey of school districts indicates that reducing the eligibility requirement from 1.5 miles to one mile for elementary students would increase the elementary students eligible for pupil transportatin by 21,673 students. Using the state average cost per student of $526, it would cost an additional $11,399,998. With eligiblity reduced to one mile, numerous elementary schools currently without the neeed for school bus transportation would now require them. It is estimated that 298 additional school buses would be needed statewide to transport the additional students. With each new bus costing approximately $120,000 it would require an additional capital outlay of $35,760,000. Hiring and certification of 298 new drivers would cost approximately $1,200 per driver for an additional cost of $357,600 in the first year.

E. REVENUES

Select Fund	Current Budget Year FY 2011	Coming Budget Year FY 2012	Future Budget Year FY 2013
Property Tax		47,517,598	11,399,998
Total	0	47,517,598	11,399,998

F. COSTS by FUND

Select Fund	Current Budget Year FY 2011	Coming Budget Year FY 2012	Future Budget Year FY 2013
		47,517,598	11,399,998
Total	0	47,517,598	11,399,998

G. COSTS by EXPENDITURE CATEGORY.

Expenses by Category	Current Budget Year FY 2011	Coming Budget Year FY 2012	Future Budget Year FY 2013
Personal Services		357,600	
Travel			
Current Expense		11,399,998	11,399,998
DP Current Expense			
DP Capital Outlay			
Capital Outlay		35,760,000	
Other/Pass Thru			
Total	0	47,517,598	11,399,998

H. Non-State Impacts

Your estimate of how will the bill affect:

Local Governments

Businesses

Local school districts would need to purchase additional school buses, hire and train additional drivers, and impliment new bus routing systems in order to impliment this bill. Capital outlay funds would be need to purchase additional school buses. Because this bill directs that elementary routing be fully funding first, school districts would have little if any state funding left for transporting eligible secondary school children.

Individuals

Local school districts would need to increase property tax levies or take local funding away from other educational programs (possibly increaseing class sizes) in order to continue funding to transport eligible secondary students. Individuals property taxes will need to increase.